M.R.O. 1—4,002—16 9-48.

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(3) Initials of the Referencer ____________

MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No. / ~~B.P. No.~~ 483.484	1916	Press / Mis.
Dated	31. 7.	1873.

Not to be folded or roughly handled

IN

Proceedings of the Madras Government, Public Works Department,
31st July 1873.

No. 483. Read the following endorsement of the Chief Secretary, dated 4th July 1873 :—

From G. A. BALLARD, Esq., Resident in Travancore and Cochin, to the Honourable W. HUDLESTON, Chief Secretary to Government, Fort St. George, dated Trevandrum, 30th June 1873, No. 54.

G. O., dated 13th March 1873, No. 799.
Resident, to Diwan of Travancore, dated 1st April 1873, No. 237.
Chief Engineer, to Diwan, dated 26th March 1873, No. B M. (Extracts.)
Diwan, to Resident, dated 23rd June 1873, No. 2,489.

I HAVE the honour to forward, for the information of Government, copies of certain correspondence regarding the road across the Peermade plateau to the head of the Goodaloor Ghaut.

The Government will, I believe, peruse with interest Mr. Barton's clear description of the road over the hills, and observe with satisfaction the prompt measures taken by the Travancore Government to push forward this important line of communication.

2. It will be seen that the Travancore Government have no need of the assistance of the Madras Engineers, but that the Sirkar is not the less obliged for the assistance kindly proferred.

3. Mr. Barton submits some explanatory remarks on certain points noted by Major Farewell regarding the Peermade Ghaut, etc.

4. Information is requested as to the site of the bungalow immediately intended for the use of Departmental Officers, but to be subsequently converted into a traveller's "rest-house."

From G. A. BALLARD, Esq., Resident in Travancore and Cochin, to A. SASHIAH SASTRI, Diwan of Travancore, dated Trevandrum, 1st April 1873, No. 237.

To Diwan Peishcar in charge, No. 855, dated 12th Nov. 1872.
To do. do. ,, 884, ,, 21st ,, ,,
To Diwan of Travancore ,, 936, ,, 23rd Dec. ,,
To do. do. ,, 89, ,, 1st Feb. 1873.
* Proceedings of Govt., No. 799, dated 13th March 1873.

I HAVE the honour to invite attention to the letters noted, and to request the information called for at your early convenience.

2. I have just received the communication noted * which I request may be returned to me after perusal by you and the Chief Engineer.

3. I observe by Mr. Barton's letter to you, dated 17th ultimo, No. 1,105, that owing to the death of Mr. Summers, Mr. Valentine, who would otherwise have been employed by this time in tracing the road as far as the Perryaur, has been sent to the Wurkallay works.

4. I gather that the Madras Engineers are working the ghaut and road from its head to Goodaloor Tavalum, and if a Travancore Officer is not likely to be able to be deputed for the trace from the Perryaur to Goodaloor Tavalum before long it might be desirable to ascertain if the officer in charge of the work at Goodaloor Tavalum could undertake tracing and opening to the Perryaur.

5. The Chief Engineer should be consulted. If necessary, I shall be happy to address the Madras Government on the subject.

From A. SASHIAH SASTRI, Diwan of Travancore, to G. A. BALLARD, Esq., British Resident of Travancore, etc , etc., etc., dated Trevandrum, 23rd June 1873, No. 2,489/P. W. 669

From Chief Engineer, No. B. M., dated 26th May 1873.
To do., ,, 2,471, ,, 23rd June ,,

REFERRING to correspondence noted at foot, I have the honour to forward herewith, for your information, copies of letters as per margin, from which you will observe that Mr. Barton will soon be in a position to arrange for continuing the road from Peermade down to the frontier at Goodaloor, and though we have now no

occasion to avail ourselves of the services of the officers on the British side, this Government is nevertheless not the less obliged to them for the assistance so kindly proferred.

2. I beg to draw your attention to Mr. Barton's observations on certain points of Colonel Farewell's report, which perhaps you may deem fit to communicate to the Madras Government.

3. I shall be obliged for definite information as to the site for the location of the bungalow * immediately intended for the use of Departmental Officers, but to be subsequently converted into a traveller's Rest-house. I seek this information with a view to determine the site for a bungalow on our own side.

* Referred to in paragraph 24 of Colonel Farewell's Report, printed in the Proceedings of Government, No. 799, dated 13th March 1873, (herewith returned.)

From Resident, to Diwan, No. 237, dated 1st April 1873.
To do. from do. ,, 1,488, ,, 5th ,, ,,
From do. to do. ,, 265, ,, 12th ,, ,,

Extract from a letter from the Chief Engineer, to the Diwan of Travancore, No. B. M., dated 26th May 1873.

I have the honour to acknowledge receipt of your No. 1,489, of the 5th ultimo, and enclosures, and for the information and further orders of His Highness' Government, to report as follows.

2. I have just returned from my inspection of the road in progress between this and Goodaloor Tavalam and the ghaut works in progress in the British territories.

3. In the Diwan's letter, No. 5,246, of the 12th December 1871, a preliminary sanction was accorded for constructing the road from Peermade to Goodaloor, taken approximately at 16 miles in length, and at the rate of 800 Rupees per mile, or a total amount of 14,720 Rupees. During the remaining portion of that working season the first section of the line to Wespidingy 8½ miles was commenced, the road being opened to full 14 feet in width, and an attempt was made to carry on the trace down to the Perryaur, a work of considerable difficulty owing to the precipitous, rocky and broken character of the intervening country. The first and second trial lines both failed, but the surveys of the country beyond the Perryaur to Goodaloor were completed.

4. Last season, having no establishment which could be made available for the duty without suspending executive works, I undertook the duty of completing the trace myself, and assisted only by Assistant Overseer Renganathen, and greatly by the experience gained in the last year, carried the trace down to the Perryaur and commenced the work of actual road-making.

5. The distance of the new road from Peermade (or the 45th mile from Cottyam) to the Perryaur river is 14½ miles, and excluding the cutting of the catch-drains, the whole of the earthwork on this section may be said to be completed ; a good deal of rock has also been removed by blasting between Peermade and Wespidingy, and that section, with the exception of one very bad spot near the Araday river, has been made passable for carts though not completed. The expenditure up to date is 8,000 Rupees, or, including outstanding balances due to petty contractors for works in progress or completed, Rupees 9,000 ; the sanction for these fourteen miles would be 13,340, leaving, therefore, a balance of 4,340 Rupees still available.

6 Now, however, that we come to open the hill sides and see the amount of the rock met with, it is clear that 800 Rupees per mile will barely suffice even to open the line throughout with a clear passage for carts ; however, before submitting a regular estimate for completing the road to the Perryaur, I recommend that the balance available should be expended, which will enable a more reliable estimate to be prepared than can at present with any amount of care in measurement be arrived at.

7. His Highness' sanction should, I think, be accorded to the original sanction of 14,720 being expended entirely on the section between Peermade and the Perryaur, after which further work should cease. For that expenditure I am of opinion that the line may be practicable and safe for cart traffic, though not completed in the same manner as the ghaut on the British side, which is being worked out, as far as I can at present learn, on an estimate of between 5,000 and 6,000 Rupees per mile.

8. The section from the Perryaur to the frontier, or commencement of the British road, is $7\frac{1}{2}$ miles ; its length by the new route may be put down at nine miles : this has yet to be traced ; but with existing surveys and the determination of certain points which I have been able to fix during this last tour, the tracing will occupy a very short time, a month at most, but it should be done as early as practicable. The jungles are now most unhealthy, in fact are looked upon as deadly, but in July the tracing might be done, and a qualified officer (Mr. Valentine, for instance,) should be detached for the duty, the road construction being taken in hand as fast as the trace between certain fixed points is completed.

9. I propose to ask for a new sanction on this section (between the Perryaur and the frontier).

	RS.
Nine miles at 1,000 Rupees per mile	9,000
Formation of camps and cooly lines	500
Construction of a tank or reservoir at Wespidingy, the chief halting ground on the road	1,000
	10,500
Extra Establishment and Contingencies...	1,625
	12,125

It is not likely that much of this sanction can be utilized in the current year ; it will of course find its proper place in next year's Budget, but it is desirable, to prevent any possible delay, that sanction should be accorded at once to its expenditure, that petty contracts may be formed and every arrangement made for commencing work as soon as the season will permit.

10. I do not think anything will be gained by submitting to the Sirkar with this report the surveys and sections of the Peermade plateau, but it may be interesting to note some particulars of the country traversed, viz., from Peermade to Goodaloor Tavalum.

11. The present track is eighteen miles in length ; it is passable for bullocks only ; there are some places where it can be likened only to long flights of very rough steps, and others where the passage is so narrow that only one bullock at a time can pass.

12. Three considerable streams have to be crossed *en route*, the Araday, the Pambanar, and the Perryaur.

13. Between Peermade and Wespidingy the country is open, very undulating, but very picturesque, and although wet and cold for six months in the twelve, is healthy all the year round.

14. From Wespidingy the descent into the Perryaur of 1,050 feet occurs, and between it and Goodaloor Tavalum the features of the country entirely change. Dense impenetrable jungle is met with the greater part of the distance, and for several months in the year, from April to July, the whole district is dangerously unhealthy.

15. With the exception of a coffee estate on the banks of the Perryaur there is not a vestige of civilization or recent cultivation along the line ; not a village or even a hut is met with.

To illustrate the severe undulations of the country, I note the particulars of the present route :—

From Peermade to the Araday River.

Ascent.	Descent.
250	450

From the Araday to the Perryaur River.

Ascent.	Descent.
1,200	1,750

From the Perryaur to Goodaloor.

Ascent.	Descent.
1,450	1,150

which is equivalent to ascending a ghaut 2,900 feet high going to Goodaloor, 3,350 feet coming from it. Goodaloor being actually only 450 below Peermade.

16. By the new road the distance will be greater than the old route, 23 miles against 18 miles, but the undulations will be very greatly reduced ; still, owing to the natural features of the country, they will be considerable.

17. For comparison with the old route I note as follows :—

From Peermade to the Araday.

Ascent.	Descent.
100 feet.	300

From Araday to the Perryaur.

Ascent.	Descent.
500	1,050

From the Perryaur to Goodaloor Tavalam.

Ascent.	Descent.
550	250

Total ascent .. 1,150 Total descent... 1,600

or a saving over the old route of 1,750 + 1,750 = 3,500 feet of what is called reverse gradient.

18. That the best has been done which can be done for the new line will be understood when I mention that the crossing of the Araday and of the Perryaur are fixed points, and that the only two ridges crossed by the new road will be those which form the water-shed between the Araday and Pambanar west of the Perryaur and of the Perryaur and Goodaloor east of the Perryaur.

19. I fixed the ruling gradient at 1 in 20, but in the descent into the Perryaur for a short distance, to save very heavy rock blasting, 1 in 16 has been adopted. One in 20 may, however, be taken to be practically the ruling gradient, and of this there will not be more than six miles in detached sections; the rest of the road having easier and in many places inappreciable gradients.

20. In your letter under reply you allude to an offer which has been made by the British Engineers to render us assistance in completing the section of the road now reported upon. It is extremely civil on the part of Colonel Roberts to make the offer, and, as the Engineer to His Highness' Government, I have already tendered him my individual thanks, but I think there can be no question on any side that it would be desirable to do the work ourselves if possible, and I believe it is possible if the following arrangements are sanctioned :—

* * * * *

28. I think it is right His Highness' Government should know that on the British side, although the work there bears no comparison in point of magnitude and difficulty of conducting with the work on the Travancore side—the ghaut and approach from Cumbum being less than ten miles in length, the ghaut itself only four miles in length, and with a rise of about 1,200 feet, equal, in fact, only to one of the ghauts which occurs on the Travancore side, viz., the descent into the Perryaur—a Special Assistant Engineer with Overseers is allowed for supervision. The establishment of the Travancore Department Public Works is limited, and therefore I cannot propose to put such a supervising establishment on my works, but I think we shall nevertheless, with the arrangements proposed, get through the work creditably.

29. Mention is made in paragraph 24 of Colonel Farewell's report* of the construction of a traveller's bungalow on the Goodaloor ghaut head; it would seem desirable to obtain reliable information on this point with a view to determining where to locate the traveller's bungalow which must be constructed on the Travancore side. At present the nearest bungalow on this through line will be Mondeleyaur, at the foot of the Peermade ghaut, and distant thirty-eight miles from the Goodaloor Ghaut.

* Dated 21st January 1873, No. 18.

* * * * *

32. It seems desirable to reply to one or two notes in Colonel Farewell's report. Paragraph 2—He alludes to some of the gradients on the Cottyam and Moondakayom road being steep and improvable. This applies chiefly to the section west of and close to Canjerapully; it has always been intended to alter this, and it will probably be best effected by the projected line south of the present road, which will have a branch to Sherwully and the river side and water communication at Coonumpaugum; instructions for tracing this were given to Mr. D'Abedojhll last year.

33. Colonel Farewell also alludes to some of the slopes on the ghaut not having been worked out; there are but two of these places, one about 300 yards in length, the other about 100 feet only.

They do not affect free traffic, and with regard to widening the ghaut in those one or two places, wherefrom the extremely precipitous face of the rock along which the road is carried bare 14 feet has been obtained, I would rather advocate a *proper arrangement* of "turns out" than incurring the heavy cost of widening.

34. Paragraph 4.—He alludes to bridging the Perryaur. This is not contemplated; such a work would probably cost 50,000 or 60,000 Rupees and a causeway in the dry, and a jungar in the wet, season will, I think, suffice at present. Perhaps, when the grand Perryaur Irrigation Project is completed, and the waters of the Perryaur diverted, a low level bridge capable of passing under it the moderate volume of flood water which will then occupy the bed may be constructed with advantage.

(True Extract.)

(Signed) G. A. BALLARD,
Resident.

TRANSFERRED to the Department Public Works.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 484. ORDER THEREON, 31st July 1873, No. 1,916.

CIVIL WORKS, No. 28.

HIS Excellency the Governor in Council has perused with interest Mr. Barton's description of the road in progress across the Peermade plateau to the head of the Goodaloor Ghaut, and desires that it be recorded as completing the previous report on the same subject made by Lieutenant-Colonel Farewell, and recorded with G. O., No. 799, of 13th March.

2. It is noted that the Chief Engineer of Travancore has proposed to that Government that the services of a competent Assistant Engineer should be made available in the current month for tracing the 7½ miles yet untouched between the Perryaur crossing and the Goodaloor Ghaut; and that he anticipates it will take him only a month to lay out the trace. Immediately after which he proposes that the construction of the road be taken in hand on a sanction of Rupees 12,125. But he adds that not much of that amount is likely to be utilized in the current year, which is a matter of disappointment to the Government of Madras, whose allotment of the current year for the Goodaloor Ghaut Works is Rupees 40,000, with which it is expected that the line will be opened for cart traffic to the Goodaloor Tavalum in the present working season. His Excellency the Governor in Council trusts that at least the earthworks of the line between the Tavalum and Perryaur crossing will be completed this year, and the new line made practicable for horsemen and loaded bullocks.

3. The site of the intended bungalow will be immediately above the head of the new Goodaloor Ghaut.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Resident in Travancore and Cochin.
,, District Engineer, Madura.
,, Inspecting Engineer for Ports and Communications.
,, Revenue Department.

Exd. S. T. Austin.

Spare Copies.

Extract from a letter from the Chief Engineer to the Dewan of Travancore No. 13. M. dated 26th May 1873.

I have the honor to acknowledge receipt of your No. 1489 of the 5th Ultimo and enclosures, and for the information and further orders of His Highness's Government to report as follows.

2. I have just returned from my inspection of the road in progress between this & Goodalore Tavalam & the Ghât works in progress in the British Territories.

3. In the Dewan's letter No. 5246 of the 12th December 1871, a preliminary sanction was accorded for constructing the road from Peermade to Goodalore taken approximately at 16 miles in length, & at the rate of 800 Rs per mile, or a total amount of 14720 Rs. During the remaining portion of that working season the first section of the line to Wespiduay 8½ miles was commenced, the road being opened to full 14 ft in width & an attempt was made to carry on the trace down to the Perriar, a work of

Considerable

considerable difficulty owing to the precipitous, rocky & broken character of the intervening Country - The first and second trial lines both failed - but the surveys of the Country beyond the Perriar to Godalore were completed -

4. Last season having no Establishment which could be made available for the duty without suspending Executive Works, I undertook the duty of completing the trace myself, and assisted only by Asst Overseer Renganathen and greatly by the experience gained in the last year, carried the trace down to the Perriar & commenced the work of actual road making -

5. The distance of the new road from Peermade (or the 45 Mile from Cotyam) to the Perriar river is 14½ Miles, & excluding the Cutting of the Catch drains, the whole of the earthwork on this section may be said to be completed, a good deal of rock has also been removed by blasting between Peermade & Wespidingy, and that section with the exception of one very bad spot near the Araday river has

been

9N 4

been made passable for carts though not complete
The expenditure up to date is 8000 Rs. or including
outstanding balances due to petty Contractors
for works in progress or completed Rs 9000 the
sanction for these 14 miles would be 13,340, –
leaving therefore a balance of 4,340 Rs still
available –

6. Now however that we come to open the hill sides and see the amount of the rock met with, it is clear that 800 Rs per mile will barely suffice even to open the line throughout with a clear passage for carts, however, before submitting a regular Estimate for completing the road to the Perriar, I recommend that the balance available should be expended, which will enable a more reliable estimate to be prepared than can at present with any amount of care in measurement be arrived at –

7. His Highness' sanction should I think be accorded to the original sanction of 14,720 being expended entirely on the section between Peermade and the Perriar, after which further work should cease. For

that

that expenditure, I am of opinion that the line may be practicable and safe for cart traffic though not completed in the same manner as the ghat on the British side, which is being worked out as far as I can at present learn on an Estimate of between of 5 and 6000 Rs per mile.

8. The section from the Perriar to the frontier or commencement of the British road is 7½ miles, its length by the new route may be put down at 9 miles, this has yet to be traced, but with existing surveys and the determination of certain points which I have been able to fix during this last tour, the tracing will occupy a very short time, a month at most - but it should be done as early as practicable - The jungles are now most unhealthy, in fact are looked upon as deadly, but in July the tracing might be done and a qualified Officer (Mr Valentine for instance) should be detached for the duty - the road construction being taken in hand as fast as the trace between certain fixed points is completed -

11N 8

9. I propose to ask for a new sanction on this section (between the Perriar & the Frontier)

9 Miles at 1000 Rs. per Mile	9000
Formation of Camps & Cooly lines	500
Construction of a tank or reservoir at Wuspidingy the Chief halting ground on the road	1000
	10,500
Extra Establishment & Contingencies	1625
	12,125

It is not likely that much of this sanction can be utilized in the current year, it will of course find its proper place in next year's budget, but it is desirable, to prevent any possible delay, that sanction should be accorded at once to its expenditure, that petty contracts may be formed and every arrangement made for commencing work as soon as the season will permit.

10. I do not think anything will be gained by submitting to the Sirkar with this report, the Surveys & Sections of the Peermade plateau, but it may be interesting to note some particulars of the country traversed, viz. from Peermade to Godalore tavalam.

11. The present track, is 18 miles in length, it is passable for bullocks only, there are some places where it can be likened only to long flights of very

rough

rough steps & others where the passage is so narrow that only one bullock at a time can pass.

12. Three considerable streams have to be crossed en-route - The Araday, the Pambanar and the Perriar.

13. Between Peermade & Wespidingy the Country is open, very undulating, but very picturesque and although wet and cold for 6 months in the twelve is healthy all the year round.

14. From Wespidingy the descent into the Perriar of 1050 feet occurs and between it and Godalore Savalam the features of the Country entirely change - Dense impenetrable jungle is met with the greater part of the distance and for several months in the year from April to July the whole district is dangerously unhealthy.

15. With the exception of a Coffee Estate on the banks of the Perriar there is not a vestige of civilization or recent Cultivation along the line - not a village or even a hut is met with -

To illustrate the severe undulations of the Country, I note the particulars

of

13N 9

of the present route -

From Peermade to the Araday River

Ascent	Descent
250.	450.

From the Araday to the Perriar river

Ascent	Descent
1200.	1750.

From the Perriar to Godalore

Ascent	Descent
1450.	1150.

which is equivalent to ascending a [illegible] 2900 ft. high going to Godalore 3350 ft. Coming from it. Godalore being actua[lly] only 450 below Peermade -

16. By the new road the distance will be greater than the old route - 23 Miles again[st] 18 Miles; but the Undulations will be very greatly reduced, still, owing to the Natural features of the Country, they will be considerable -

17. For Comparison with the old route I note as follows -

From Peermade to the Araday

Ascent	Descent
100 ft.	300.

From

From Araday to the Perriar

Ascent	Descent
500.	1050

From the Perriar to Godalore Savalam

Ascent	Descent
550.	250.
Total Ascent 1150.	Total Descent 1,600 –

or a saving over the old route of 1750 + 1750 = 3500 ft. of what is called reverse gradient.

18. That the best has been done which can be done for the new line will be understood when I mention that, the Crossing of the Araday and of the Perriar are fixed points, and that the only two ridges crossed by the new road will be those which form the watershed between the Araday & Pambanar west of the Perriar, and of the Perriar and Godalore East of the Perriar –

19. I fixed the ruling gradient at 1 in 20, but in the descent into the Perriar for a short distance to save very heavy rock blasting 1 in 16 has been adopted – One in 20 may however be taken to be practically the ruling gradient

15N 10

gradient, and of this there will not be m[ore]
than 6 miles in detached Sections. the
rest of the road having easier and in
many place inappreciable gradients.

20. In your letter under reply, yo[u]
allude to an offer which has been made
by the British Engineers to render us assist[ance]
in completing the section of the road now
reported upon. It is extremely civil
on the part of Colonel Roberts to make
the offer, and as the Engineer to His
Highness' Government, I have alread[y]
tendered him my individual thanks,
but I think there can be no question
on any side that it would be desirable
to do the work ourselves if possible,
and I believe it is possible if the
following arrangements are sanctio[ned]

× × × ×

28. I think it is right His Highness'
Government should know that on the
British side altho' the work there
bears no comparison in point of
magnitude and difficulty of conducting
with the work on the Travancore side.

The

The Ghat and approach from Cumbum being less than 10 miles in length - the Ghat itself only 4 miles in length & with a rise of about 1200 ft equal in fact only to one of the ghats which occurs on the Travancore side, namely the descent into the Perriar. A Special Assistant Engineer with overseers is allowed for Supervision - The Establishment of the Travancore D.P.W. is limited and therefore I cannot propose to put such a Supervising Establishment on my works, but I think we shall nevertheless with the arrangements proposed get through the work creditably -

29. Mention is made in para 24 of Colonel Farewell's report, of the Construction of a traveller's bungalow on the Godalore Ghathead - it would seem desirable to obtain reliable information on this point with a view to determing where to locate the Traveller's bungalow which must be Constructed on the Travancore side. At present the nearest bungalow on this through line will be Mondeleyaur at

× d/ 21st Jany 1873 - 148

17N

at the foot of the Peermade ghât and distant 38 Miles from the Godulore ghât

× × × ×

32. It seems desirable to reply to one or two notes in Colonel Farewell's report Para 2. He alludes to some of the gradients on the Cotyam & Moondakayam road being steep and improvable. This applies chiefly to the Section west of and close to Canjerapully - it has always been intended to alter this, and it will probably be best effected by the projected line south of the present road which will have a branch to Sherwully and the river side and Water Communication at Coonumpaugy instructions for tracing this were given to Mr. D'Abedyall last year -

33. Colonel Farewell also alludes to some of the slopes on the ghat not having been worked out - there are but two of these places one about 300 yards in length, the other about 100 ft. only. They do not affect free traffic and with regard to widening the ghat in those one or two places, where from the extremely precipitous

precipitous face of the rock along which the road is carried bare 14 ft has been obtained, I would rather advocate a proper arrangement of "turns out" than incurring the heavy cost of widening-

34. Para 4. He alludes to bridging the Perriar. This is not contemplated, such a work would probably cost 50 or 60 thousand Rupees and a causeway in the dry, and a jungar in the wet season will I think suffice at present. Perhaps when the grand Perriar Irrigation project is completed and the water of the Perriar diverted a low level bridge capable of passing under it the moderate volume of flood water which will then occupy the bed may be constructed with advantage-

(True Extract)

[illegible]

Resident.

J. S.

P. M. 404 (?) Fol. 332 / 73

No 237

Residents Office
Trevandrum 1st April 1873

To
The Diwan of
Travancore

To Diwan Peishcar in charge No 855 dated 12 Novr 1872
To Do — Do — No 884 d/21 — Do
To Diwan of Travancore No 936 d/23 Decr 1872
To — Do — No 89 d/1 Feby 1873

Sir,

I have the honor to invite at-
tention to the letters noted and to request
the information called for at your early
convenience.

2. I have just received the commu-
nication noted* which I request may be
returned to me after perusal by you and
the Chief Engineer.

*Pro: of Government No 799 d/13 March 1873.

3. I observe by Mr Barton's letter
to you dated 17 Ulto No 1105 that owing to
the death of Mr Summers Mr Valentine
who would otherwise have been employed
by this time in tracing the road as far as
the Peryar has been sent to the Wurkallay
works.

4. I gather that the Madras Engineers
are working the Ghât and road from its
head to Gudalur Tavalum, and if a Tra-
vancore Officer is not likely to be able
to be deputed for the trace from the
Peryar

Peryar to Gudalur Tavalum before long it might be desirable to ascertain if the officer in charge of the work at Gudalur Tavalum could undertake tracing and opening to the Peryar.-

The Chief Engineer should be consulted.- If necessary I shall be happy to address the Madras Government on the subject.-

I have the honor &c
(Signed) G. A. Ballard
Resident

Huzzoor Cutchery
Trevandrum 23d June 1873.

No. 2489
PW 669

To

G. A. Ballard Esquire
British Resident of Travancore
&c &c &c

Sir,

Referring to correspondence noted at foot, I have the honor to forward herewith for your information copies of letters as per margin, from which you will observe that Mr. Barton will soon be in a position to arrange for continuing the road

From Chief Engineer No. 13 Pr
dated 26 May 1873.
To _ Do _ No. 2471 of 23 June do.

21N 5

road from Peermade down to the frontier at Goodalore; and though we have now no occasion to avail ourselves of the service of the Officers on the British side, this Government is nevertheless, not the less obliged to them for the assistance so kindly proffered.-

2 I beg to draw your attention to Mr. Barton's observations on certain points of Col: Farewell's report, which perhaps you may deem fit to communicate to the Madras Government.-

3. I shall be obliged for definite information as to the site for the location of the Bungalow immediately intended for the use of Departmental Officers, but to be subsequently converted into a Travellers' Rest house. I seek this information with a view to determine the site for a Bungalow on our own side.-

I have &c
(Sigd) A Sashiah Sastri
Dewan

From Resident to Dewan No 237 d/1st April 1873.
To.--Do.-from Do No. 1488 d/5th Do "
From..Do..to - Do No 265 d/12th Do - "

(True Copies)

[signature]

Resident

Report printed in the Proceedings of Government in P.W.D. dated 13 March 1873 (herewith returned)

F. S.

1873 Dept

Enclosed in a letter from the Resident in Travancore & Cochin to the Chief Secretary to Government Fort St George Ootacamund No 7 4 dated 30 June 1873.-

Rd. 31 July/73 B. No. 283.

Copies of Correspondence on the road across the Peermade Plateau to the head of the Gudalur Ghaut.

Poll. 332/73
P.W. 204/73.

Endorsement Pleadings 23 N° 1

N° 54.

Residents Office
Trevandrum 30th June 1873.

From

G. A. Ballard Esquire
Resident in Travancore & Cochin

To

The Honorable W. Hudleston
Chief Secretary to Government
Fort Saint George.
Ootacamund.

Sir,

I have the honor to forward for the information of Government copies of certain correspondence regarding the road across the Peermade plateau to the head of the Gudalur Ghaut.

The Government will I believe peruse with interest Mr Barton's clear discription of the road over the Hills and observe with satisfaction the prompt measures taken by the Travancore Government to push forward this important line of communication.—

2. It will be seen that the Travancore Government have no need of the assistance of the Madras Engineers but that the Sirkar is not the less obliged for the assistance

Fr Stated 13 March 1873 No 799
Resident to Dewan of Travancore d/ 1 April 1873 No 237
Chief Engineer to Dewan d/ 20 March 1873 No 134 Extracts
Dewan to Resident d/ 23 June 1873 No 24.89

assistance kindly proferred.

3. Mr Barton submits some ex:planatory remarks on certain points noted by Major Farewell regarding the Peermade Ghaut &c.

4. Information is requested as to the site of the Bungalow immediately intended for the use of Departmental Officers, but to be subsequently converted into a Travellers "Rest house".

I have the honor to be,
Sir,
Your most Obedient Servant,
[signature]
Resident.

T. S.

25N 2

~~[illegible]~~ 1873 Dept
From Pro. of Govt for Public Works
No 4043.
The Resident in
Travancore & Cochin
To The Chief Secretary
to Government
~~Fort St George~~
Ootacamund.

Dated 30 June 1873

Received 4 July 73 –
Recd 18 " " "
No 54

Enclosure ~~one~~ (2)

No 32

Forwarding copies of
Correspondence on the
Road across the Peer:
made plateau to the
head of the Gudalur
Ghaut. –

Transferred
No 1910. 31 July 73 –

Transferred to the Dept. Pub. Wks.

E. Hudleston
Chief Secretary

4 July 1873.

No 483

No. 1916 P.W.D.

Pro. of the Madras Govt.

Read the following:-

From the Resident in Travancore & Cochin thro' Chief Secy to Govt. (R.E. No. 54 d/ 30th June 73)

I. O. S.

His Excellency the Governor in Council has perused with interest Mr. Barton's description of the road in progress across the Peermade Plateau to the head of the Goodaloor Ghaut, and desires that it be recorded as com-pleting the previous

Report on the same subject made by Lieutt Jdn Farewell and recorded with G. O. No 799 of 13th March.

It is noted that the Chief Engineer of Tra-vancore has proposed to that Government that the services of a competent Assistant Engineer should be made available in the current month for tracing the 7½ miles yet untouched between the Perryaur crossing and the Goodaloor Ghaut;

and that he anticipates
it will take him only
a month to lay out
the trace - Immedi-
-ately after which he
proposes that the
construction of the
road be taken in
hand on a sanction
of Rs 12,125 - But he
adds that not much
of that amount is
likely to be utilized
in the current year,
which is a matter
of disappointment
to the Govt. of Madras
whose allotment of-

the current year for the Goodaloor Ghaut works is Rs 40,000, with which it is ex-
-pected that the line will be opened for Cart traffic to the Goodaloor Tavalum in the present working season. His Excellency the Governor in Council trusts that at least the earth works of the line between the Tava-
-lum and Perrgaur: crossing will be com-
-pleted this year, and the new line made

31N/11

practicable for horse-
-men and loaded
bullocks.

The site of the
intended Bungalow
will be immediately
above the head of the
new Goodaloor Ghaut.

GMW

56

5

Resident of Travancore & Cochin ✓
Dt Engr Madura ✓
Inspg Engnr for Ports & [illegible] ✓
Rev. Deptt. ✓

Desp'd 6/8/73

His the Governor
The Hon. ble ...

No. 483-84.

R. 18 July 1873

the of the proposed Bam

alow.

~~Cochin~~ No. 4043

Govt. of {1873} Madras.

PUBLIC WORKS.

To The Resident in Travancore and Cochin

Dated

Recd. Encl. 2

G. O. 31st July 1873, No. 1916.

Nos. 483 & 484

Road. Proposing orders on letter from the Resident in Travancore & Cochin forwarding copies of correspondence relating to the road in progress across the Peermade Plateau to the head of the Goodaloor Ghaut & requesting information as to the